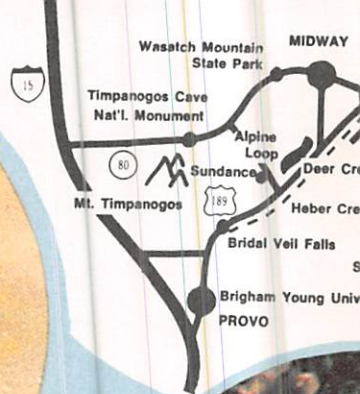




**Best  
Western**



## HEBER VALLEY

The economical way to enjoy Utah. Spend less money on a vacation and you can have more fun. We are located in the heart of the mountains. Visit an old western town. We are having fun in the clean air!

- Cascade Springs
- Horseback Riding
- Heber Creeper
- Wasatch Mountain State Park
- Boating & Fishing
- Timpanogos Golf & Country Club

- Camping
- Skiing
- Snowmobiling
- Sail Plane
- Summer Home







The Spectrum is not a limousine, but two six footers could ride in the back with head and knee room to spare. And if you like storage bins for pencils and toll-booth change, look no further. Including the large glove box and two trays on top of the dashboard, we counted 15 storage spaces scattered throughout the Chevy's interior.

## Small-car choices

So how did the Hyundai fare? Relatively well. Its overall design is competent, and with better brakes, it would be an average performer.

We finished our testing with a few concerns about the car. How serious will its teething problems prove to be? How quickly will Hyundai fix them? And how will its price ultimately compare with proven Japanese and domestic cars?

Our GL-level Hyundai test car was only one step above the \$4,995 price leader, yet its \$6,045 base price puts it within spitting distance of a number of other Japanese and domestic subcompacts. The chaos in the bazaar can make comparisons tough, but if you really want the most small car for your dollar, shop carefully.

Finally, if you find your choice of options starts to push a \$6,000 subcompact into the \$10,000 range, pause. A slightly larger compact car with

The Chevy Spectrum is cheap, simple, and fun to drive. Many Chevy dealers haven't yet figured out how to sell the car, so you may be able to drive

—and driving test car is a

## POPULAR SCIENCE TEST RES

### TEST RESULTS

|                               | Chevrolet Spectrum | Hyundai Excel GL |
|-------------------------------|--------------------|------------------|
| Acceleration (sec.)           |                    |                  |
| 0-30 mph                      | 3.82               | 4.48             |
| 0-40 mph                      | 5.61               | 7.02             |
| 0-50 mph                      | 8.27               | 10.16            |
| 0-60 mph                      | 12.50              | 15.00            |
| Brake test (cool) 60-0 mph    |                    |                  |
| Stopping distance (ft.)       | 163                | 202              |
| Pedal pressure (lbs.)         | 70                 | 60               |
| Brake test (hot) 60-0 mph     |                    |                  |
| Stopping distance (ft.)       | 163                | 203              |
| Pedal pressure (lbs.)         | 35                 | 100              |
| Interior noise @ 60 mph (dBA) | 69.5               | 67.0             |
| Handling test (mph)           | 71.2               | 70.0             |
| Maneuverability test (mph)    | 30.6               | 28.6             |
| EPA FUEL MILEAGE (mpg)        |                    |                  |
| Highway                       | 42                 | 34               |
| City                          | 38                 | 29               |

TEST CONDITIONS Ambient temperature, 60° F; relative humidity, 70%

## Dimensions and specs

### DIMENSIONS (inches)

|                       |           |           |
|-----------------------|-----------|-----------|
| Wheelbase             | 94.5      | 93.7      |
| Overall length        | 155.9     | 168.0     |
| Overall height        | 52.0      | 54.1      |
| Overall width         | 63.6      | 63.1      |
| Track, F/R            | 54.7/54.3 | 54.1/52.8 |
| Ground clearance      | 5.4       | 6.5       |
| Front head room       | 37.8      | 37.5      |
| Front hip room        | 52.8      | 52.0      |
| Front leg room        | 41.7      | 40.9      |
| Rear head room        | 37.4      | 36.9      |
| Rear hip room         | 43.8      | 52.0      |
| Rear leg room (min.)  | 33.3      | 32.4      |
| Rear knee room (min.) | -1.1      | 1.2       |
| Couple distance       | 28.9      | 28.9      |

### SPECIFICATIONS

|                                     |  |  |
|-------------------------------------|--|--|
| Engine type                         | In-line 4  | In-line 4  |
| Displacement (cu. in./L)            | 90/1.47  | 90/1.47  |
| Compression ratio                   | 9.6:1  | 9.5:1  |
| Carburetion                         | 2-bbl.   | 2-bbl.   |
| Net hp @ rpm                        | 70 @ 5,400   | 68 @ 5,500   |
| Net torque (ft.-lbs.) @ rpm         | 87 @ 3,400   | 82 @ 3,500   |
| Transmission                        | 5-speed manual   | 5-speed manual   |
| Axle ratio                          | 3.58:1   | 3.47:1   |
| Tire make                           | Bridgestone  | Goodyear   |
| Tire type                           | RD401 All Season                                       | Gorsa GT   |
| Tire size                           | P155/80R-13  | P155/80R-13  |
| Steering                            | Rack and pinion  | Rack and pinion  |
| Overall steering ratio              | 20:1   | 21.5:1   |
| Turns, lock to lock                 | 3.5  | 3.9  |
| Turn diameter (ft.)                 | 32.8   | 33.8   |
| Front suspension                    | MacPherson struts, coil springs                        | MacPherson struts, coil springs                          |
| Rear suspension                     | Trailing arm, control arms, transverse beam with coils | Independent, trailing arms, coil springs, stabilizer bar |
| Front stabilizer-bar diameter (in.) | —  | 0.46   |
| Rear stabilizer-bar diameter (in.)  | —  | 0.57   |
| Trailer towing (max. lbs.)          | —  | —  |
| Trailer tongue weight (max. lbs.)   | —  | —  |

CHEVROLET SPECTRUM



HYUNDAI EXCEL GL



NISSAN SENTRA GXE

